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WALLACE R. FARRINGTON, - - - EDITOR

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THURSDAY OCTOBER 26, 1911

A CHANCE FOR THE SEARCHLIGHT.

What of this Hilo wharf agreement?

If the facts as alleged by responsible men are true, the Territory has come close to giving away public rights without even the excuse of misinterpretation of a legislative act.

There have been murmurings of discontent, and mutterings on the part of the public—which foreshadow the bills—that something has been going on under the surface in this matter. Now it should be forced into the open.

The inability of responsible corporations vitally interested in the wharf to get from the Department of Public Works the plans for the wharf at once suggests that some of the allegations may be true. And the cut-and-dried form in which the "tentative agreement" as Campbell calls it, finally comes forth, is not calculated to allay suspicion.

Campbell's hand is shown plainly enough in the gem of literature sent out as an invitation to the public hearing. In fact, if it is not his hand that shows all through, it would require an expert in palmistry to detect the difference.

The Hilo Railroad Company naturally wants its own rights safeguarded and its interests protected and assured. The duty of the harbor board is to stand between the public and the private interests and see that impartial treatment is given both.

This is too important a matter to be settled at once. The issues involve not only Hilo, but the commerce of the Territory generally. The facts should be put before the public.

Who drew the agreement?

Who is responsible for it?

Let the light be turned on. The hearing next Saturday morning affords a good chance to work the searchlight on some dark spots.

If you would abolish avarice you must abolish the parent of it, luxury. —Cleere.

Apparently one police officer has been long on wives.

Apparently the road department is in need of a thorough system of time-keeping and book-keeping.

If the Germans dig a rival canal to Panama, there will be a new version written of "Die Wacht Am Rhein."

Dr. Blue is long in coming. However, Honolulu will still have a few insubstantial spots to show the Federal health expert when he gets here.

A local aviator says he will be ready to fly within about three weeks. Meanwhile, we can fill in the wait by watching the Mediterranean fruit fly.

China is daily nearer the point of driving the Manchus from power. The sending of troops from Japan will probably only hasten the general outbreak.

No wonder the Chinese rebels are uneasy, hearing that 10,000 Japanese troops have been landed in Manchuria. Japan is not giving the troops a practice march.

President Taft did not stop to inquire whether or not the exposition was going to be located on a civic center before breaking ground. If he was the kind of a man that did that, he would never have been President.

It may be taken for granted that the local quarantine service did not need the cablegram from Washington to enforce the regulations strictly in the case of the fever-bearing Hongkong Maru. Honolulu will feel considerably safer with the vessel out of sight.

EVENING SMILES

"So you sent \$2 for those flesh-reducing and hair-falling receipts. Well, what did you get?"

"A printed slip with this on it: 'To reduce your flesh increase your worries.'"

"And what about the other?"

"Another slip which read: 'Falling hair may be avoided by stepping nimbly aside when you see it coming your way.'"

Kind Gentleman—"What are you crying for, my little man?"
Little Man—"Cause my name is Tappanoochee Greensward Tower Glittering Bonanza Smith."
Kind Gentleman—"Where in the world did you get it?"
Little Man—"I was born just after pa made his money, and sis wanted me named after our private car, and ma after our country place, and pa after the mine where he got rich, and so I was the goat for all of it."

columns of the morning paper represent the sentiment of the management or publishers?

The truth is that fair-minded men here do not propose to stand for bigots and intolerants, and the safest thing for such to do, when they have blundered into a hole, is to get down on hands and knees and crawl out, squeaking as they crawl, "I didn't do it. 'Twasn't me!"

AMERICAN INTERESTS IN CHINA.

American interests in China, endangered by the present revolution, are fairly large, but small in comparison with the British and Japanese interests. Contrary to general belief, Germany has little if any more to lose than the United States.

The list of foreign firms and foreign residents in the open ports of China, published by the Imperial Maritime Customs Service in its abstract of statistics for 1910, contains a number of surprises which confirm in a striking manner the tendencies of population and trade settlement outlined in previous reports upon the subject, in which attention was called particularly to the increase in the number of Japanese and Russian firms and residents in Chinese ports, particularly in the northern portions of the Chinese empire.

In a report published in Daily Consular and Trade Reports for February 10, 1910, a statistical table showed that of the 49,712 increase in the population of the Chinese open ports between 1906 and 1909, 49,532 were accounted for by Japanese and Russians, the Japanese accounting for about 84 per cent. of the whole, while practically all other foreign nationalities had remained about stationary in actual residents and number of firms, but had comparatively lost ground in their respective proportions of the whole.

Since the announcement of the figures upon which that report was based there has been a revision of port lists for northern China, especially for Manchuria and other ports in those portions of China in which Japanese and Russian interests have become important. The result is that the figures for 1910 include an increase of about 50,000 in the foreign population of the open ports, of which increase Russia accounts for about 40,000 and Japan about 10,000. The figures for all nationalities having interests in China in 1910 are as follows:

Nationalities.	Firms.	Persons.
American	100	5,176
Austria	29	255
Belgium	13	225
British	601	10,140
Danish	8	260
Dutch	18	150
French	110	1,925
German	238	4,106
Italian	22	274
Japanese	1,601	65,438
Korean	46	2,254
Norwegian	8	188
Portuguese	57	3,377
Russian	298	49,395
Spanish	84	400
Swedish	1	166
Non-treaty powers.....	5	141
Total.....	3,229	141,868

These figures are based upon the new list of ports of the empire, which includes certain cities in the figures for 1910 which were not included in previous returns. These cities and their estimated total population, i. e., both foreign and Chinese, are: Aigun, 9000; Sanshing, 9500; Manchouli, 5000; Harbin, 20,000; Sul-fen-ho, 2000; Hunchun, 20,000; and Dalren (or Dalny), 16,000. The total population thus added to the ports of the empire is 91,500. About five-ninths of this total population is composed of Russians and Japanese, the great preponderance of the

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addition being Russian. Four-ninths of the total population of these Chinese cities along the Russian border is Russian.

COMMUNICATION.

In the Advertiser editorial entitled "The Hawaiians and the Bystander," the following assertion is made:

"What the bystander has said concerning the Hawaiian people is either true or it is not true. It is, however, the sentiment felt by nine out of every ten white men in this Territory, if not an even larger proportion."

For one, I brand that statement as absolutely false. It is a slanderous libel on a majority of the white men of this Territory.

If a search were made, but comparatively few white men could be found who would subscribe to the sentiments expressed by the bystander in last Sunday's Advertiser. "Vicious," is scarcely an adequate description of such language.

(Signed) T. J. RYAN.
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ON THE STREET

O. A. Steven, agent of the Sugar Planters' labor bureau who has just returned from a long stay in the Philippines, says that H. C. Coburn, former manager of the Kaula Railway company, and now also a recruiting agent in the Philippines, is making things hum on the Hawaii, the vessel used by the agent around the Philippine islands. Coburn is known as a man that gets things done, and when he stood on the deck of the little steamer, over six feet high and as broad as a doorway, and began to give orders, everybody from the captain down hustled to execute them. Steven is back for a vacation and rest, and will assimilate some cold weather by going to the Coast, up to Seattle and Vancouver, and across to the Orient again on one of the Empress liners.

H. P. Wood, chairman Hawaii commission to the Panama-Pacific exposition—"What do I think of sending the Hawaii National Guard to the exposition? Why, I think it would be a great thing for Hawaii and a great thing for the Guard, too. It's a long way to look ahead, but if the militia is to go at all, it must go as a crack organization, and the time to begin polishing up is right now. Of course this matter isn't within the province of the commission, except in the way of a recommendation, but I think all the members are heartily in favor of Captain Johnson's plan."

William H. Hoogs—I have just heard that Billy Hoogs, Jr., has made the Harvard ball team and that Rex Hitchcock has made the football team. H. C. Schultz—it is no joke getting things up the mountains on the windward side of the island. I am making a research into the water supply there and am striking piliika everywhere. Stuff is very hard to get and I have to pack all the timber I want right up a narrow trail on the mountain. Another thing, I could not get my pay warrant cashed and had to come in yesterday to do so.

A. M. Nowell—"The Sugar Factors' company will get up to the record estimated earlier in the year of shipping 475,000 tons of sugar for the 1911 crop."

Dr. Victor S. Clark—"The new immigration station, I hope, will be ready when the Wilkeson arrives with 1800 immigrants."

The trend of construction is verging toward ships of larger tonnage and wider beam. The big liners making this port at this time says the San Francisco Examiner, are in most cases from sixty-five to seventy feet in beam. According to steamship men, these big ships will be small in comparison with the next decade, when they will be supplanted by huge vessels possessing beams of nearly 100 feet. The present slip space, which is on an average of about 200 feet between the new docks south of the Ferry building, is too narrow to permit of two ships of this size to berth in the same slip.

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